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महत्वपूर्ण सरकारी आजायें।
Industries and Commerce (Gr-1) Department

Notification

Jaipur, February 19, 2025

No. F. 5(5)Industries/I/2025

1. Preamble

In recognition of the vital role that logistics plays in fostering economic growth, ensuring competitiveness and enhancing the overall well-being its citizens, the Government of Rajasthan hereby establishes this Logistics Policy.

The Government of Rajasthan acknowledges the increasing complexity and interconnectedness of global supply chains, and the need for strategic and comprehensive approaches to optimize logistical operations within Rajasthan.

The Government of Rajasthan understands that it is imperative to leverage technological advancements, innovation, and best practices to enhance the efficiency, reliability, and sustainability of logistics networks, and recognize the importance of collaboration and partnership among government agencies, private sector stakeholders, and academia to address logistical challenges, promote investment, and drive inclusive growth.

This policy affirms commitment of the government to foster a conducive regulatory environment and promoting fair competition to facilitate seamless logistics operations and enhance the ease of doing business in Rajasthan.

This policy emphasizes the significance of logistics infrastructure development, multi-modal connectivity and private investment to strengthen logistical capabilities to enhance connectivity to local and regional markets.

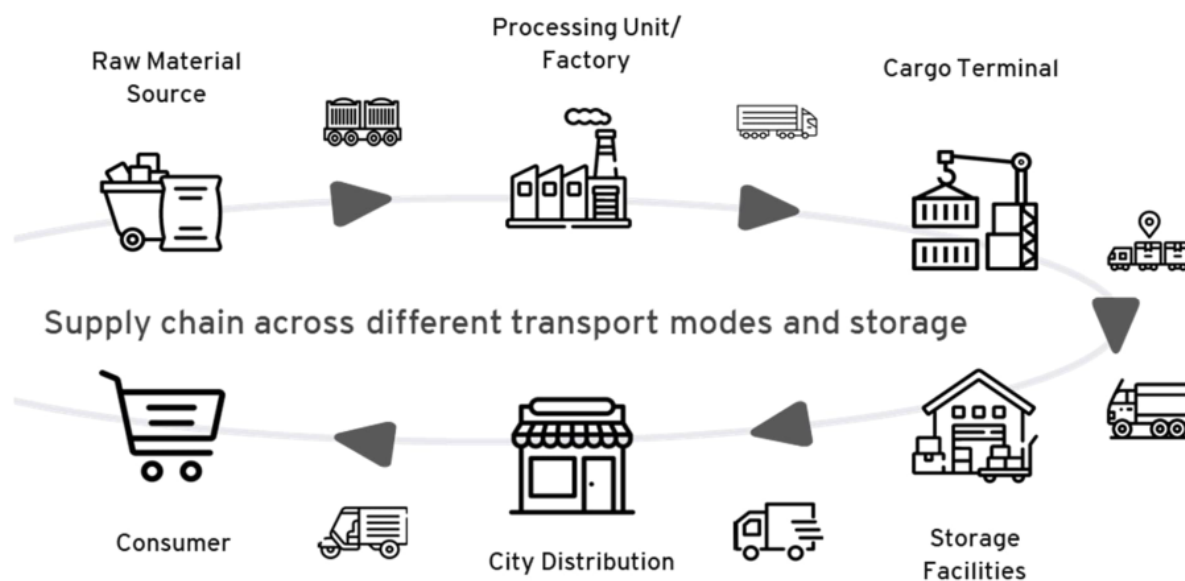
This policy is cognizant of the environmental impact of logistics activities and the need to pursue sustainable practices, reduce carbon emissions, and mitigate the ecological footprint of logistical operations.

In pursuit of the above-stated principles, the Government of Rajasthan hereby promulgates Rajasthan Logistics Policy 2025, aiming to harness the full potential of logistics as a driver of economic growth, social development, and environmental sustainability in Rajasthan.

2. Introduction

2.1. Logistics Definition

Logistics means Transportation & handling of goods between points of production and consumption, storage, value addition and allied services. The logistics infrastructure comprises of nodes and connections, more recognizable as ports, stations, Multi-Modal Logistics Parks (MMLPs), warehouses, and other business premises, connected by roads, railways, shipping, inland waterways, air routes, pipelines, etc., that are used by a wide range of carriers. This system is operated under a framework through a workforce with a wide range of knowledge of skills and technologies.¹



2.2. Logistics Sector in India

India's projected GDP growth to USD 6Tn by 2030 and USD 28Tn in 2047, and infrastructure capital outlay of USD 133bn (INR 11.11LacsCrores) in the interim Budget of FY2024-25 are key drivers that will make India's logistics sector to grow from the estimated USD 317bn in 2024 to USD 484bn in 2029.

Though India has successfully reduced the logistics cost from 13% of GDP in 2016 to ~8.4% of GDP in 2021², the freight movement in India is still heavily dependent upon road transportation that moves 66% of cargo, followed by rail (31%), shipping (3%) and air (1%). India ranks 38 in 2023 in world bank's 'Logistics Performance Index Report, 2023' though a six-place improvement from 2018.

2.3. Government of India Initiatives

To increase the efficiency of logistics sector, the Government of India has launched many policy initiatives such as PM GatiShakti National Master Plan, National Logistics Policy (NLP), Comprehensive Logistics Action Plan (CLAP), Logistics Efficiency Enhancement Programme (LEEP) and infrastructure initiatives like Dedicated Freight Corridors (DFCs), BharatmalaPariyojana, Sagarmala Programme, formulation of the National Rail Plan (NRP), and Jal Marg Vikas Project.

¹ National Logistics Policy 2022 (Section 2)

² Logistics Cost in India: NCAER Report (Dec 2023)

2.3.1 PM GatiShakti National Master Plan

The PM GatiShakti National Master Plan (PMGS-NMP) is a significant initiative aimed at developing integrated infrastructure and improving multi-modal connectivity across various economic zones in India. Launched on 13th October 2021, it reflects a transformative approach to enhancing the country's infrastructure by integrating multiple sectors for streamlined growth. It was further endorsed by the Cabinet Committee on Economic Affairs (CCEA) on 21st October 2021. This plan is structured around seven key engines that drive economic growth and development:

- a. **Railways:** Enhancing rail connectivity to improve transportation efficiency.
- b. **Roads:** Expanding road infrastructure to ensure better across connectivity regions.
- c. **Ports:** Developing port infrastructure to boost maritime trade.
- d. **Waterways:** Promoting the use of inland waterways for cargo and passenger movement.
- e. **Airports:** Improving airport infrastructure for better domestic and international connectivity.
- f. **Mass Transport:** Strengthening public transportation systems such as metro networks.
- g. **Logistics Infrastructure:** Enhancing the logistics sector to reduce time and cost for the movement of goods.

2.3.2 National Logistics Policy (NLP)

The National Logistics Policy (NLP), launched on September 17, 2022, by Hon'ble Prime Minister Narendra Modi, is a comprehensive framework aimed at enhancing the efficiency of the logistics sector in India. This policy aligns with the broader vision of PM GatiShakti and focuses on reducing the cost of logistics, promoting seamless movement of goods, and improving the overall global competitiveness of Indian products.

2.3.3 Comprehensive Logistics Action Plan (CLAP)

The National Logistics Policy is implemented through Comprehensive Logistics Action Plan (CLAP) that includes:

- a. Integrated Digital Logistics Systems
- b. Standardization of physical assets & benchmarking service quality standard
- c. Logistics Human Resources Development and Capacity Building
- d. State Engagement
- e. EXIM (Export-Import) Logistics
- f. Service improvement framework
- g. Sectoral Plan for efficient logistics
- h. Development of Logistics Parks.

2.3.4 Logistics Efficiency Enhancement Programme (LEEP)

Launched in 2017 by the Ministry of Road Transport and Highways (MoRTH), has planned to develop 35 Multi-Modal Logistics Park (MMLPs) with a minimum area of 100 acres each.

State governments will provide the land needed for the projects which then will be taken up under Public-Private Partnership (PPP) in Design, Build, Finance, Operate and Transfer (DBFOT) mode. In a hub and spoke model serving as the central warehouse catering to freight operations from the surrounding regions, the MMLPs will have following function:

- a. Freight aggregation and distribution
- b. Multi-Modal freight transport
- c. Integrated storage and warehousing
- d. Information technology support
- e. Value-added service

2.3.5 Support to States

- a. Supporting competitive federalism, the Ministry of Commerce and Industry launched the Logistics Ease Across Different States (LEADS) Index in 2018 that ranks states and UTs on performance of the logistics eco-system in their states.
- b. Providing financial assistance to the state governments under "Special Assistance to States for Capital Investment 2022-23" with an allocation of INR 5,000 Cr as a 50-year interest free loan for PM GatiShakti related projects:³
 - ▶ Development of nodes like ICDs, CFS, warehousing, Multi-Modal or uni modal logistics parks, modern aggregation centers, etc.
 - ▶ Critical connectivity infrastructure for providing last and first mile connectivity to industrial parks, economic zones.
 - ▶ Inter-connected infrastructure for attaining multi-modal connectivity.
 - ▶ Development of city logistics plan.
 - ▶ Digital support through data monitoring centres for monitoring the freight flows at State level.
 - ▶ Setting up of PM GatiShakti data centres.
 - ▶ Development of new industrial parks including land acquisition.
 - ▶ Connectivity projects for cargo terminals being developed by Mio Railways (Molisar Railway Station).
 - ▶ Connectivity projects in the states for ensuring 24x7 freight flow.

2.3.6 Transport Infrastructure

a. Dedicated Freight Corridors (DFCs)

DFCs are a 2,843 Km long network of broad-gauge freight railway lines solely serving freight trains to make the freight transport service faster and efficient.

b. BharatmalaPariyojana

The BharatmalaPariyojana aims to connect 550 District Headquarters with a minimum 4-lane highway comprising 50 corridors (6 NC & 44 EC). It targets to move 80% freight traffic to NH by interconnecting 24 logistics parks, 8,000 Km long 66 inter-corridors, 7,500 Km long, 116 feeder routes and 7 north-east Multi-Modal waterway ports.

³ Scheme for special assistance to states for capital investment 2022-23

c. Sagarmala Programme

The Sagarmala Programme is a port modernisation and connectivity plan to harness India’s 7,517 Km long coastline, 14,500 Km of navigable waterways, key location on international maritime trade routes and enhance logistics sector’s performance.

d. National Rail Plan (NRP)

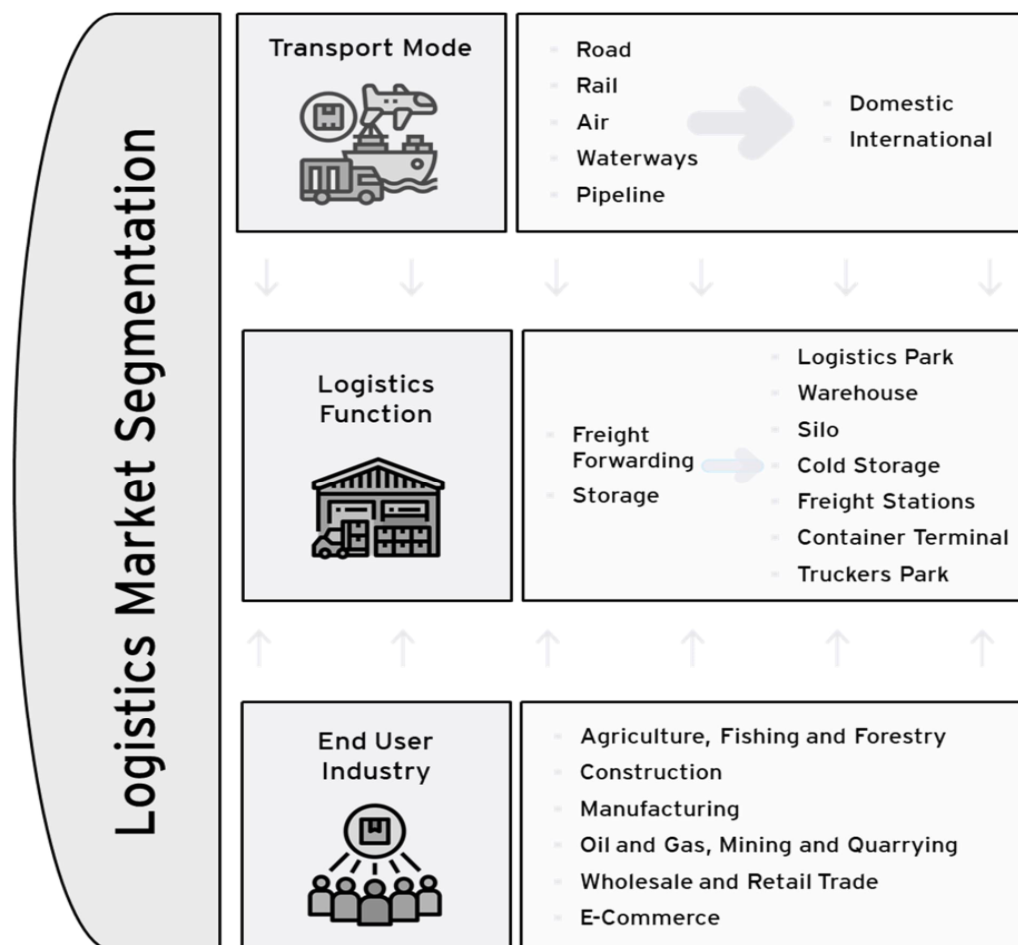
NRP aims to create capacity ahead of demand right up to 2050 and increase the share of Railways to 45% in freight traffic.

e. Augmentation of National Waterways (NW)

In an effort to promote Inland Water Transport (IWT), the National Waterways Act, 2016 was enacted, declaring 111 Waterways (5 existing and 106 new waterways) as National Waterways (NW). These waterways span across 24 states to enhance the use of rivers and other inland bodies of water for commercial shipping and transportation purposes.

2.4. Stakeholder Mapping

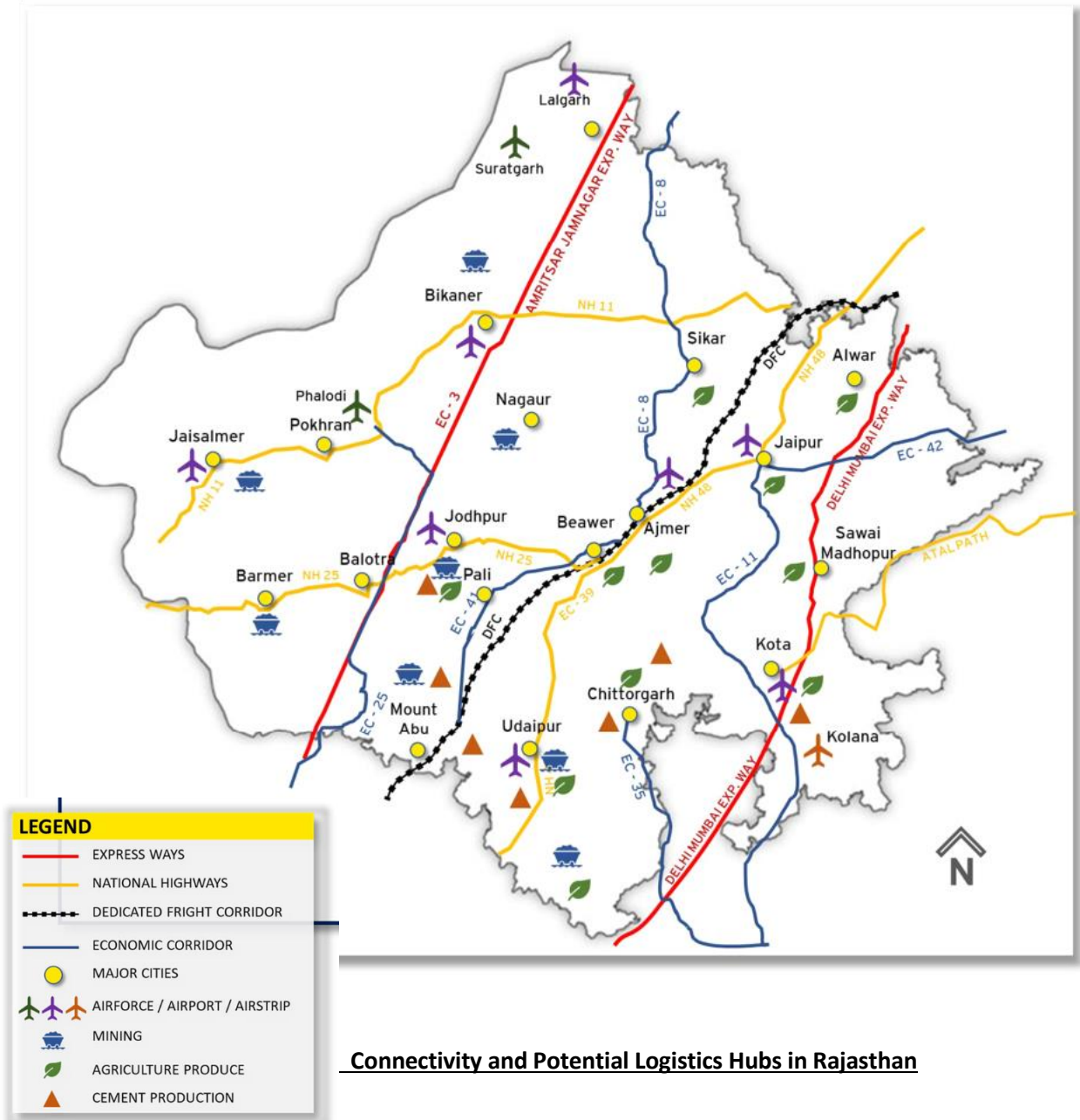
The Freight and Logistics Market is segmented by End User Industry, and by Logistics Function. The state understands the needs of diverse stakeholders and accordingly has created an inclusive, effective, and sustainable Rajasthan Logistics Policy 2025 that addresses complex landscape of interests of all service providers & end-users.



2.5. Rajasthan – Emerging Economic Power

Rajasthan is the largest state in India occupying an area of 3.43 Lakh km². Sharing borders with Punjab, Haryana, Uttar Pradesh, Madhya Pradesh and Gujarat, Rajasthan provides access to ~40% of India’s market and key infrastructure linkages between the north and western parts of India.

At the CAGR of over 8.85% in last five years the economy of Rajasthan in 2023-24 has grown to INR 15.28 Lakh Crore (Current Price) and is the 7th largest economy in India.



2.6. Opportunities for Logistics Sector in Rajasthan

Rajasthan has several high potential zones which can emerge as logistics hubs due to many intersections of National and State Highways, Railway Network, Expressways, Western Dedicated Freight Corridor, 9 Economic Corridors surrounded by the production clusters of end user industry.

2.6.1 Infrastructure

- a. **Road Network:** With an approximate road network of 3,01,810 km, including National Highways of 10,790 km and State Highways of 17,348 km, the state has among the largest road networks in the country. This, in turn, provides a good road connectivity with the other states of the country. Futuristic expressway projects such as the Amritsar Jamnagar Expressway and Delhi - Mumbai Expressways are under construction.
- b. **Rail Network:** The state has also the 2nd largest railway network with the presence of approx. 6,100 km railway routes in the state. Futuristic railway projects such as the Delhi Ahmedabad High Speed Rail project, Delhi Alwar RRTS project and Jaipur Metro Rail Expansion project are under construction.
- c. **Airports:** Apart from road & rail networks, through the presence of 7 airports the state is also connected through air network with the other states of the country as well as with the world.
- d. **Logistics Infrastructure:** In terms of logistics infrastructure, the state has got the presence of 8 Inland Container Depots (ICDs) in the districts of Jaipur, Jodhpur, Bhiwadi, Bhilwara, Kota&Bhilwara along with the presence of 2 Air Cargo Complexes in Jaipur.

2.6.2 End User Industry

- a. Rajasthan is the largest producer of millets, mustard, guar gum, carom- seeds, coriander, fenugreek, henna, isabgol and wool; and second largest producer of nutri/coarse cereals, gram, garlic, cumin & fennel seeds, spices and milk in India.
- b. With a share 9% in India's total mineral production Rajasthan has 79 varieties of minerals, (57commercially mined). Rajasthan is the largest producer of Lead, Zinc, Gypsum, Soapstone, Ball Clay, Calcite, Copper, Jasper, Garnet, etc. and has huge reserves of Lignite, Crude Oil, Marble, Sandstone etc.
- c. Huge reserves of cement-grade and Steel-Making-Shop grade limestone, (26% share in limestone reserves) make Rajasthan the 2nd largest producer of cement in India. The state is home to 24 major cement plants producing 55 MTPA of cement.
- d. Manufacturing contributes more than 11% of state GSDP through automobile parts, textile, gems & jewelry, handicrafts, engineering goods and chemicals manufacturing.

2.6.3 Potential Logistics Hubs

Rajasthan has a thriving ecosystem for manufacturing of goods. The state envisages a healthy demand of logistics infrastructure from the following industrial clusters:

- a. Sitapura, VKIA, Bindayaka, Kukas, Jhotwara and Bagru in Jaipur for Garments, Furniture, Engineering Goods, Tableware Ceramics, Auto Components etc.
- b. Boranada, Basni and Mandore in Jodhpur for Furniture, Steel, Agro, Stones, Handicrafts etc.
- c. Madri, Sukher, Kaldwas in Udaipur for Minerals, Stones, Electrical, Handicrafts etc.
- d. Karni, Beechwaal, Khara in Bikaner for Wool, Agro, Mineral products etc.
- e. Bhiwadi, Neemrana, Ghiloth and Matsya IA near Alwar in NCR for Auto components, Electronic Goods, Pharmaceuticals, Chemicals, Engineering items, ceramics, glass etc.
- f. Ajmer as a major transit node connecting most parts of Rajasthan
- g. Mineral products, stones, floriculture etc.
- h. Kota for Fertilisers, stones, cement and handicrafts
- i. Bhilwara & Chittorgarh for Textile & Cement

The high growth potential in mining of minerals provides a robust growth potential for efficient transport of raw minerals to industries across India. Also, with well populated cities like Jaipur, Jodhpur, Ajmer, Udaipur, Kota and Bikaner; Rajasthan provides ample consumer demand for efficiency in logistics networks.

3. Scope of the Policy

"Empowering Efficiency, Enhancing Connectivity"

In our vision, we see a future where every shipment is handled with precision, every route optimized for efficiency and every connection fortified for reliability. We envision leveraging cutting-edge technology to streamline processes, reduce waste, and minimize environmental impact. We aim to create an interconnected infrastructure in Rajasthan that transcends boundaries, enabling seamless movement of goods across regions.

3.1. Policy Period

'Rajasthan Logistics Policy 2025' shall come into force with effect from the date of its notification and shall remain valid until March 31, 2029, or till the notification of a new or revised policy, whichever is earlier.

3.2. Nodal Department

The Industries and Commerce Department will be the nodal department for processing the applications for incentives under this policy and coordinating with various State Departments or its agencies for facilitating other benefits that will be extended in the policy.

3.3. Focus Infrastructure

3.3.1 Storage Facilities

- a. Warehouse
- b. Silo
- c. Cold Storage

3.3.2 Dry Ports

- a. Inland Container Depots
- b. Container Freight Stations
- c. Air Freight Stations

3.3.3 Cargo Terminals**3.3.4 Trucker's Parks or lay-bays for truck parking & resting spaces.****3.3.5 Logistics Park**

- a. Multi-Modal Logistics Park
- b. Integrated Logistics Park

3.4 Policy Objectives

Objectives of the Rajasthan Logistics Policy 2025 will revolve around enhancing the efficiency, reliability, and competitiveness of logistics infrastructure and services in Rajasthan to support economic growth and development.

3.4.1 Mapping of Logistics Infrastructure

The policy aims to map logistics facilities across the state to identify areas that require improvement and development by assessing existing and proposed transport networks and the current capacity versus future needs of logistics infrastructure at such transport networks and production hubs.

3.4.2 Investment

Attract private investment for the development and augmentation of logistics facilities. The policy outlines a range of incentives to stimulate private sector investment in logistics capacity creation and logistics facilities through PPP model.

3.4.3 Employment Generation

Generate opportunities for employment in logistics sector.

3.4.4 Skill Development

The adoption of advanced technologies and specialized procedures, the demand for skilled manpower will significantly increase to maintain service quality in logistics sector. Sector-specific skilling programs and courses will be introduced to build manpower capacity.

3.4.5 Governance

Create an effective institutional governance mechanism enhancing ease of doing business through Single Window Clearance and Single Point of Reference for all logistics related matters.

3.4.6 Technology

The policy will incentivize the adoption of modern technologies to enhance efficiency in material handling, cargo transportation, and decongesting cargo traffic at logistics facilities.

This policy aims to foster innovation in the logistics sector by incentivising developing technology solutions.

3.4.7 Environment Sustainability

In alignment with global and national environmental objectives, this policy will support green logistics through various initiatives, including the installation of captive RE plants, rainwater harvesting, solid and liquid waste management, use of ETPs and STPs. The policy will support logistics facilities to comply with Green Norms, GRIHA norms, and other sustainable development standards prevalent in the logistics sector.

3.4.8 City Logistics

Improve city logistics and urban freight movement transport ecosystem.

4. Definitions

The underlying definitions will provide the clarity and understanding to all the stakeholder and set uniformity, for proper interpretation and implementation.

4.1 Logistics Sector

Logistics sector refers to the physical and organizational elements that support the efficient movement and management of goods within a supply chain network. It encompasses various components and facilities essential for the transportation, storage, handling, and distribution of goods from the point of origin to the point of consumption.

4.2 Logistics Infrastructure

Following are the definitions of focus infrastructures (Section 3.3) of the logistics sector defining minimum criteria for qualifying for the incentives and benefits under this policy:

4.2.1 Warehouse

A warehouse is a building used for the storage, handling, and distribution of goods and materials and serves as intermediate points within the supply chain where products are temporarily stored before being transported to their final destinations developed on a minimum 60 feet approach road with a minimum EFCI of INR 2Crores.

Enterprises seeking incentives under Warehouse sub-segment should be registered with Warehousing Development and Regulatory Authority (Dept. of Food & Public Administration), Government of India.

4.2.2 Silo

Silo is a tall, cylindrical towers with a cone-shaped bottom, designed to store large quantities of materials such as grains, cement, coal, chemicals on a minimum 60 feet approach road with a minimum EFCI of INR 15 Crores.

4.2.3 Cold Storage

A cold storage is a specialized warehouse designed to maintain specific temperature and humidity to preserve the freshness, quality, and safety of perishable temperature sensitive goods including fresh produce, dairy, meat, seafood, frozen foods, vaccines, medicines,

chemicals, etc. developed over on a minimum 60 feet approach road with a minimum EFCI of INR 2 Crores.

4.2.4 Inland Container Depots (ICD)

An Inland Container Depot (ICD) is a specialized facility to facilitate the movement of shipping containers between maritime ports and inland destinations serving as an extension of a seaport for handling and/ or clearance of laden import/ export containers, under customs control and with storage facility for customs bonded or non-bonded cargo developed on a minimum 90 feet approach road with a minimum EFCI of INR 50Crores.

4.2.5 Container Freight Stations (CFS)

A Container Freight Station (CFS) is a specialized terminal where cargo shipments are consolidated, deconsolidated, and temporarily stored before being loaded onto or unloaded from shipping containers preferably located near airport or other transportation hub for efficient handling and transfer of cargo between trucks, and trains developed on a minimum 90 feet approach road with a minimum EFCI of INR 50 Crores.

4.2.6 Air Freight Stations (AFS)

Air Freight Station (AFS) is an off-Airport facility equipped with fixed installations required to offer services for handling of goods for import/ export, bulk/ loose cargo for home consumption, warehousing, temporary admissions, re- export, storage for onward transit and outright export developed on a minimum 90 feet approach road with a minimum EFCI of INR 50 Crores.

4.2.7 Cargo Terminals

A cargo terminal is an infrastructure facility designed to handle the movement, storage, and processing of different types of cargo located at various points along transportation routes and distribution centers serving as nodes in the logistics network by providing essential services to cargo owners, carriers, freight forwarders, etc. developed on a minimum 90 feet approach road with a minimum EFCI of INR 50 Crores.

4.2.8 Trucker's Parks

Trucker's Park or lay-bays for truck parking & resting spaces is a facility to provide parking and amenities for commercial trucks and their drivers located along highways, expressways, or major trucking routes. Trucker's Park serves as essential stopping points rest breaks, refuel, or access facilities and services developed within 2Kms on either side of any National Expressway/ National Highway/ State Highway or prominent route on a minimum 60 feet approach road with a minimum EFCI of INR 5 Crores.

4.2.9 Multi-Modal Logistics Park

A Multi-Modal Logistics Park is a specialized facility or complex that integrates multiple modes of transportation such as road, rail and/ or air within a single location to facilitate the efficient movement of goods and materials across different transportation networks and serve as key hubs in the supply chain developed on a minimum 90 feet approach road.

4.2.10 Integrated Logistics Park

An integrated logistics park is a comprehensive facility planned and developed to provide a wide range of logistics services including transportation, warehousing, distribution, and value-added services within a single location and serve as centralized hubs developed on a minimum 90 feet approach road.

4.3 Enterprise

Enterprise means an industrial undertaking or a business concern or any other establishment by whatever name called, engaged in manufacturing of goods, in any manner, or engaged in providing or rendering of service or services.

4.4 Existing Enterprise

Existing enterprise means a manufacturing or service enterprise that is engaged in commercial production or operation before or during the operative period of the Policy.

4.5 Logistics Park Developer

A developer establishing a Greenfield Multi-Mode Logistics Park or Integrated Logistics Park and is eligible as per the eligibility provisions of Rajasthan Private Industrial Park Scheme 2025.

4.6 Enterprise Eligibility

Following entities can apply for the benefits under this policy. The financial and technical eligibility of the following will be separately notified.

4.6.1 Any legal entity registered as Proprietorship, Limited Liability Partnership, Registered Partnership Firm, Company, Registered Society, independently or through a Joint Venture or Consortium.

4.6.2 An Alternative Investment Fund (AIF) as ascribed to the term 'alternative investment fund' under Regulation 2(1)(b) of the Securities and Exchange Board of India (Alternative Investment Funds) Regulations, 2012 (as amended).

4.6.3 A Foreign Investment Fund (FIF) which is:

- a. Any pooled investment vehicle or investment fund and;
- b. Is registered or recognized with a securities market/ banking regulator of a 'foreign jurisdiction' wherein foreign jurisdiction means a country, other than India, whose securities market regulator is a signatory to International Organization of Securities Commission's Multilateral Memorandum of Understanding (IOSCO's MMOU) or a signatory to bilateral Memorandum of Understanding with the Securities and Exchange Board of India, and;
- c. Which is not identified in the public statement of Financial Action Task Force as a jurisdiction having a strategic Anti-Money Laundering or Combating the Financing of Terrorism deficiencies to which counter measures apply or a jurisdiction that has not made sufficient progress in addressing the deficiencies or has not committed to an action plan developed with the Financial Action Task Force to address the deficiencies.

4.7 Eligible Fixed Capital Investment (EFCI)

Eligible Fixed Capital Investment (EFCI) means investment made by an enterprise in fixed assets, in the following, till the date of commencement of commercial production:

4.7.1 Land

The cost of land for the purpose of arriving the EFCI shall be up to 30% of the total investment, or as stated in prevailing RIPS.

Or

The cost of land for the purpose of arriving the EFCI shall be considered as per the following basis on the approval of the Project Approval Committee (PAC) for selected projects:

- a. Up to 30% of the total investment/ EFCI for Storage Facilities.
- b. Up to 60% of the total investment/ EFCI for Dry Ports and Cargo Terminals.
- c. Up to 90% of the total investment/ EFCI for Trucker's Park.
- d. Norms as per Private Industrial Park Scheme 2025 shall be applicable for Integrated Logistics Park and Multi Modal Logistics Park.

4.7.2 Building

Building means any structure or part thereof meant to be used for the requirements of Storage Facilities, Dry Ports, Cargo Terminals and Trucker's Park.

4.7.3 Plant and Machinery

Plant and Machinery shall include any new indigenous/ imported plant, machinery and equipment to be used for providing services of Storage Facilities, Dry Ports, Cargo Terminals and Trucker's Park and as mentioned in the DPR and approved by the Project Approval Committee (PAC).

Miscellaneous fixed assets such as Diesel Generator Sets, ETP equipment, testing equipment etc. The ETP and DG Set should be as per norms set up by the Central Pollution Control Board (CPCB) and Rajasthan Pollution Control Board (National Green Tribunal (NGT) or any statutory body of Government of India/ Rajasthan.

4.7.4 Group Captive Power Plant

- a. Enterprises investing in captive renewable power plants shall be eligible to include 51% of the said investment in their EFCI basis on the approval of the Project Approval Committee (PAC) for selected projects.

Or

- b. Enterprises entering into group captive power agreements (12+ years) will be eligible to Include 100% of their said investment in their EFCI basis on the approval of the Project Approval Committee (PAC) for selected projects.

4.7.5 The cost of construction of rail siding used for providing logistics services adjoining logistics infrastructure.

4.7.6 Any other investment made in new fixed assets essential for the operation of the logistics infrastructure as approved by the Project Approval Committee (PAC).

4.8 Ineligible Expenditure

Following is the expenditure that will not be covered as part of Eligible Fixed Capital Investment:

- 4.8.1** Goodwill Fees/ Royalty/ Brokerages/ Commission/ Consultancy Fee paid to purchase Land/ Building/ Equipment/ Plant & Machinery.
- 4.8.2** Commissioning Fees/ Technical Fees/ Consultancy Fees/ Installation Fees for setting up of Equipment/ Plant & Machinery.
- 4.8.3** Preliminary & Pre-operative Expenses
- 4.8.4** Interest capitalized
- 4.8.5** Transportation of Equipment/ Plant & Machinery and Vehicles.
- 4.8.6** Working Capital
- 4.8.7** Consumables Spares and Store
- 4.8.8** Computer and Allied Office Furniture
- 4.8.9** All Types of Service Charges, Carriage and Freight Charges
- 4.8.10** Stationary Items
- 4.8.11** Any expense not specifically expressed as eligible investment
- 4.8.12** Any other expense which is not approved by the Project Approval Committee.

4.9 Eligible Investment Period

4.9.1 Logistics Units

The Enterprise establishing Storage Facilities, Dry Ports, Cargo Terminals, and Trucker's Park shall commence commercial production or operation during the operative period of the Policy (unless otherwise specified in the policy or approved by the Project Approval Committee).

4.9.2 Logistics Park

Norms as per Private Industrial Park Scheme 2025 shall be applicable for Integrated Logistics Park and Multi Modal Logistics Park.

4.10 Commencement of Commercial Operation

4.10.1 New Enterprise

For a new enterprise, the date on which the enterprise issues the first bill of supply/ invoice/ tax invoice/ job work invoice of the goods manufactured or processed and/ or of services rendered related to the investment made under this Policy for Storage Facilities, Dry Ports, Cargo Terminals, and Trucker's Park.

4.10.2 Expansion/ Diversification

For an existing enterprise making investment for expansion or diversification, the date on which the enterprise issues the first bill of supply/ invoice/ tax invoice of the goods manufactured after completion of expansion/ diversification for Storage Facilities, Dry Ports, Cargo Terminals, and Trucker's Park.

4.10.3 Multi-Mode Logistics Park/ Integrated Logistics Park

Norms as per Private Industrial Park Scheme 2025 shall be applicable for Integrated Logistics Park and Multi Modal Logistics Park.

4.11 Letter of Approval (LoA)

Letter of Approval (LoA) will be issued by Project Approval Committee to the developer upon the approval of the project based on DPR. The LoA will contain the following details:

4.11.1 Approved project cost based on the approved eligible expenses for calculating the incentives payable under this policy.

4.11.2 Approximate quantum of the incentives under various heads under this policy.

4.11.3 Expected timeline for completion of the project.

4.12 Employee

Employees means a worker directly hired for providing services of Storage Facilities, Dry Ports, Cargo Terminals, and Trucker's Park of the logistics sector. This also includes the contractual workers hired by a principal employer i.e. an enterprise (Section 4.3) through a contractor. An employer or a contractor needs to fulfill the following conditions towards consideration of a worker as an employee under this policy:

4.12.1 Such worker must have been employed with the employer or the principal employer for a period of at least nine months in a financial year.

4.12.2 Such worker must have a valid ADHAAR.

4.12.3 Such workers must have been enrolled in EPF/ESI.

4.12.4 The salary payment to such worker by the enterprise/ contractor must be done by direct bank transfer in the bank account.

4.12.5 Support staff like Driver, Security Guard, Sweeper, Peon etc. shall not be considered as part of the employee strength of the enterprise for any employee related incentives.

4.13 Eligible Term Loan

Eligible term loan means, a loan disbursed to meet the EFCI requirement and taken from State Financial Institutions, Financial Institutions, or Banks recognized by the Reserve Bank of India, RBI recognised non-resident entities having a Loan Registration Number (LRN).

4.14 Applicant

An 'Applicant' in this policy means the entities as defined in section 4.3, 4.4 and 4.5 applying for the benefits and incentives under this policy.

4.15 Detailed Project Report (DPR)

A Detailed Project Report (DPR) is comprehensive blueprint for a project, providing a thorough and in-depth outline of all necessary elements required for its successful completion. It encompasses an exhaustive study of the project describing details of the fixed investment being envisaged in the project, the chosen technology and technological parameters, floor plan, detailed project schedule and any other relevant information of the project. DPR will also include Copy of Quotations for plant and machinery to support the figure of investment in the plant and machinery.

4.16 Startup

Start-Up is an enterprise as defined in Start-up policy of Government of India: G.S.R. 127 (E) dated 19th Feb 2019 and subsequent Office Memorandum issued on 26th July 2022.

4.17 Government/ State

The Government or the State means the Government of Rajasthan.

4.18 Year

Year means financial year (From 1st April to 31st March).

4.19 Policy

Policy means Rajasthan Logistics Policy 2025.

5. Incentives, Exemptions and Reimbursements

5.1 Financial Incentives for New/ Expansion/ Diversification Projects

The following incentives shall be applicable to eligible logistics projects as provided under the prevailing Rajasthan Investment Promotion Scheme (RIPS) in accordance with the provisions and procedures therein. Key provisions of the Rajasthan Investment Promotion Scheme, 2024 have been mentioned below.

5.1.1 Exemptions (As prescribed under Section 3.6.2.1 of RIPS 2024)

- a. Exemption from payment of 100% electricity duty for 7 years.
- b. Reimbursement of 100% mandi fee/market fee for 7 years.
- c. Exemption from payment of 75% stamp duty and reimbursement of 25% stamp duty.
- d. Exemption from payment of 75% conversion charge and reimbursement of 25% conversion charge.

5.1.2 Capital Subsidy (As prescribed under Section 3.6.2.1 of RIPS 2024)

Capital Subsidy of 25% of the EFCI to be disbursed annually over 10 years with subject to the following annual ceiling:

- a. INR 15 Crores for Storage Facilities
- b. INR 50 Crores for Dry Ports and Cargo Terminal
- c. INR 5 Crores for Trucker's Park

- d. Capital subsidy norms as per Private Industrial Park Scheme 2025 shall be applicable for Integrated Logistics Park and Multi Modal Logistics Park

5.1.3 Interest Subsidy (As prescribed under Section 3.6.2.1 of RIPS 2024)

- a. 7% Interest subsidy on term loan taken for a period of 7 years from Financial Institutions or State Financial Institutions or Banks recognised by Reserve Bank of India, to make an investment in logistics infrastructure, subject to an annual ceiling of INR 50Lacs for Storage Facilities, Dry Ports, Cargo Terminal and Trucker's Park.
- b. Enterprises will have the option to choose between availing either the capital subsidy or the interest subvention mentioned above.
- c. Interest subsidy norms as per Private Industrial Park Scheme 2025 shall be applicable for Integrated Logistics Park and Multi Modal Logistics Park.

5.1.4 Skilling & Training Incentives (As prescribed under Section 4.3.1 of RIPS 2024)

Enterprises shall be eligible for reimbursement of 50% of the total cost of employee training, up to a maximum of INR 4,000 per worker per month, for a maximum of 6 months, as a one-time incentive.

5.1.5 Technology Upgradation Incentive (As prescribed under Section 3.6.2.1 of RIPS 2024)

- a. One-time reimbursement of 50% on the cost of tracking devices up to INR 2,000 per truck for Commercial Vehicles registered in Rajasthan.
- b. One-time reimbursement of 50% of the cost of Logistics Management Software up to INR 2,00,000 per installation per unit operating in Rajasthan.
- c. One-time reimbursement of 20% of the cost of the Fire Detection System up to INR 10 Lacs.

5.1.6 Green Solution Incentives (As prescribed under Section 4.3.1 of RIPS 2024)

For sustainable development of logistics sector, the state shall provide green incentive up to a maximum of INR 12.5crores as a one-time reimbursement of 50% of the cost of environmental sustainability projects that include the following:

- a. Environmental infrastructure facilities (such as ETPs and waste management projects)
- b. Effluent Treatment Plant & Common Effluent Treatment Plant
- c. Establishing 'Reuse and Recycling of Industrial Waste, electronic waste & plastic waste Plant'.
- d. Common spray dryer, common multiple effect evaporator
- e. Common Boiler Project by SPV
- f. Implementation of cleaner production technology in place of existing processes such as substitution & optimization of raw material, reduction in water consumption or energy consumption or waste generation.
- g. For environment management projects with the use of clean and efficient pollution control equipment.
- h. Installation of online Continuous Stack Emission Monitoring Systems (CEMS).

- i. Setting Up of Environment Management System including setting up of Environment Management Laboratory.
- j. Purchase of new equipment/ system related to safety, occupational health or for environmental compliances for the common use of enterprise located in a cluster.
- k. Development of Green Estate & Green Buildings
- l. Green Buildings that obtain green rating under the Indian Green Building Council (IGBC/ LEED Certification)
- m. Obtaining Zero Defect and Zero Effect rating or certification or approval granted by the Quality Council of India (QCI) under the ZED Certification Policy of the Government of India.
- n. Zero Liquid Discharge Based Treatment Plant in which the effluent water is either used or fully evaporated and no effluent is discharged out of factory premises, as certified by the Rajasthan State Pollution Control Board.
- o. Water Conservation Solutions including wastewater treatment and recycling systems using technologies such as Activated Sludge Process (ASP), Membrane Bioreactors (MBR), Reverse Osmosis (RO). to increase the supply and use of treated water.
- p. Smart Solutions/ IoT for water and wastewater to reduce dependency on manpower, enhance business continuity and remote operations using smart meters/ pumps/ sensors, data analytics, and cloud solutions.
- q. Adopting rainwater harvesting; restoring water bodies by de-silting defunct water bodies within the premises.
- r. Energy Efficiency Solutions that fall under the Rajasthan Green Rating system by meeting the eligibility criteria defined in the Green Rating of Industries in Rajasthan Policy.
- s. Air Quality/ Emission Reduction Measures will be applicable for those green interventions that the State deems fit.
- t. Water conservation measures

5.2 Incentives for Multi-Modal Logistics Park and Integrated Logistics Park Developers

A private Multi-Modal Logistics Park and Integrated Logistics Park developer shall be eligible for all the benefits and incentives as mentioned in the Private Industrial Park Scheme 2025.

5.3 Non-Financial Benefits for Logistics Sector

5.3.1 Reservation of Land

Rajasthan State Industrial Development & Investment Corporation Limited (RIICO) will reserve 10 Acres or 10% of the saleable land area whichever is less for logistics facilities in its identified upcoming industrial areas.

5.3.2 Land Procurement

- a. Any land parcel, whether developed or undeveloped, owned by the government or any of its agencies or corporations, that can be contributed as equity in the Special Purpose Vehicle (SPV) for the development of Logistics focus Infrastructure under the Public-Private Partnership (PPP) model shall be considered by the state.

- b. Any land parcel, whether developed or undeveloped, owned by the government or any of its agencies or corporations, that can be allotted to the developer for the development of a logistics park shall be considered by the state
- c. If investors require the state to acquire any land parcel/s, whether developed or undeveloped, outside of the government or any of its agencies or corporations for the development of a logistics park in PPP mode or through direct investment, the state shall consider acquiring the necessary land through land aggregation in accordance with prevailing rules/laws and their guidelines.
- d. If any land parcel/s whether developed or undeveloped, owned by the government or any of its agencies or corporations is required to make up a uniform spread/ shape of the proposed logistics park and such land parcel/s fall inside or on the periphery of the proposed logistics park, then state shall consider to allot such land parcel/s, to the developer on lease, subject to the maximum 20% of the total land area of proposed logistics park.
- e. If the 80% of the private land has been acquired by the developer and there is an obstacle in obtaining the remaining land, the state shall consider acquiring such remaining land through land aggregation in accordance with prevailing laws and their guidelines subject to the maximum 20% of the total land area of proposed logistics park.

5.3.3 Labour Laws

- a. Allowed to operate 24 X 7 (three shifts) subject to specifying weekly holiday for each of the employees.
- b. Allowed to offer part-time employment subject to the minimum per hour wage rate under Minimum Wages Act.
- c. Women employees permitted to work in all the shifts provided employer ensures occupational health, safety, equal opportunity, and transportation from the company premises to their residence.

5.3.4 Fire Exit Travel Distance

Increase in the travel distance/ width of the fire exits subject to respective setback, fire safety regulations.

5.3.5 Ground Coverage

Ground Coverage up to 60% shall be allowed for Storage Facilities, Dry Ports, Cargo Terminals, and Logistics Parks subject to respective setback, and fire safety regulations.

5.3.6 Industry Status

To promote development of logistics sector, the state will extend the Industry Status to the logistics infrastructure as per section 3.3.

6. Administration

The state establishes regulations and frameworks to ensure the implementation of the Rajasthan Logistics Policy 2025 across all departments.

6.1 Implementation and Administration Authority

All the related Departments shall implement the Rajasthan Logistics Policy 2025. The Industries & Commerce Department, Government of Rajasthan shall act as the nodal department for implementation, coordination, and monitoring.

6.2 Interpretation of Policy

Any matter pertaining to interpretation of any section of this policy shall be referred to the Project Approval Committee (PAC) . The decision of PAC in such matters shall be final.

6.3 Review of the Policy

The State Government, reserves the right to review, revise and/ or modify the policy in full or in part, prospectively as and when needed in public interest.

6.4 Institutional Mechanism

Following is the institutional mechanism to ensure implementation of the Rajasthan Logistics Policy 2025 among all stakeholders while ensuring the right checks and balances.

6.4.1 State Level Logistics Committee

A 6-member State Level Logistics Committee with the following constitution shall act as “Rajasthan Logistics, Warehousing and Logistics Park Monitoring Committee”. This committee will periodically review implementation of the policy and assess the impact of the policy:

Rajasthan Logistics, Warehousing and Logistics Park Monitoring Committee	
Administrative Secretary, Industries	Chairman
Commissioner, Investments and NRIs (BIP)	Member
MD, RIICO	Member
Commissioner, Industries	Member Secretary
Eminent experts from the logistics sector (Nominated by the Administrative Secretary, Industries)	Two Members

6.4.2 City Logistics Co-ordination Committee

An 8-member City Logistics Coordination Committee will work for formulation of City Logistics Plan comprising demand and land planning, technology adoption, optimization of vehicular usage and for on ground development of logistics infrastructure in their respective regions.

City Logistics Co-ordination Committee	
ACS, Urban Development and Housing	Chairman
Commissioner, Industries	Member
Commissioner, Jaipur Development Authority	Member
Commissioner, Jodhpur Development Authority	Member
Commissioner, Udaipur Development Authority	Member
Commissioner, Kota Development Authority	Member
Commissioner, Ajmer Development Authority	Member
Chief Town Planner	Member Secretary

6.4.3 Project Evaluation Committee (PEC)

‘Project Evaluation Committee’ comprising 10 members shall evaluate the proposal received physically or through the RajNivesh portal applying benefits under this policy.

Project Evaluation Committee (PEC)	
Additional Commissioner - I, Department of Industries and Commerce	Chairman
Financial Advisor, Department of Industries and Commerce	Member
Joint Legal Remembrancer/DLR, Department of Industries and Commerce	Member
DGM 1 (Investment Promotion), Investment and NRIs (BIP)	Member
DGM 2 (Investment Promotion), Investment and NRIs (BIP)	Member
Nominee Member from Finance Department	Member
Sr. DGM (P&D), RIICO	Member
Sr. DGM (Investment Cell), RIICO	Member
GM (Business Promotion), RIICO	Member
Officer in Charge (Logistics) - Department of Industries and Commerce	Member Secretary

6.4.4 Project Approval Committee (PAC)

‘Project Approval Committee’ comprising 5 members shall have jurisdiction for approving or rejecting the applications of all enterprises applying for benefits under this scheme. The decision of the Project Approval

Committee shall be final. Detailed guidelines regarding this provision to be separately notified.

Project Approval Committee (PAC)	
ACS/ Principal Secretary, Industries	Chairman
Secretary, Finance(Revenue)/ Any Nominee from Finance Department not below the rank of Joint Secretary	Member
Commissioner, Investments and NRIs (BIP)	Member
MD, RIICO	Member
Commissioner, Department of Industries and Commerce	Member Secretary

6.5 Application Process

The RajNivesh portal, managed by the Bureau of Investment Promotion (BIP), offers a single- point digital interface that facilitates time-bound clearances for investment- related processes. All information related to investments, clearances, approvals, industrial land and plot availability is presented on the RajNivesh portal. RajNivesh portal will facilitate all the applications.

6.5.1 Application Submission

The applicant shall apply through submission of physical application or through RajNivesh Portal for clearances and approvals for benefits & incentives under this policy.

6.5.2 Application Evaluation

The Project Evaluation Committee will evaluate the DPR, and other requisite documents submitted physically or through RajNivesh portal and submit its recommendations to the Project Approval Committee within 60 days from the date of receipt of application.

The Project Evaluation Committee may ask the applicant to appear before it to resolve its queries.

6.5.3 Application Approval

The Project Approval Committee will evaluate the project based on recommendations of the Project Evaluation Committee and DPR and will:

- a. Approve or reject the application of the project within 60 days from the date of receiving the recommendations of Project Evaluation Committee.
- b. In case of approving the project, the Project Approval Committee will issue a Letter of Approval to the applicant.
- c. Project Approval Committee may ask the applicant to appear before it to resolve its queries.

7. Terms and Conditions

This policy clearly lays out different provisions and terms and conditions that need to be followed and which clearly outline the rights, responsibilities, and limitations of all the parties involved.

Modalities of execution (including but not limited to provisions, procedures, and guidelines) of the Rajasthan Investment Promotion Scheme 2024 shall apply to the extent that any of the foregoing provisions pertain to the Rajasthan Investment Promotion Scheme, 2024 and shall not be governed by Section 7 of this Policy.

7.1 Transfer of Business

When the ownership of a unit benefiting from the policy is fully transferred, the remaining benefits of that unit, if any, will transfer to the new owner upon fulfillment of any statutory obligations.

7.1.1 Application for Transfer

To access the remaining benefits, the transferee enterprise must apply using prescribed forms, to the Member Secretary of the PAC, along with proof of ownership transfer and the original LoA issued to the transferor enterprise, within ninety days of the transfer.

7.1.2 Application Processing for Transfer

The Member Secretary will register the application and present it to the PAC within forty-five days of receipt, unless an extension is granted for documented reasons. If the application is submitted after ninety days of the transfer, the PAC may, if satisfied with the reason for the delay, condone the late filing.

7.1.3 Approval of Transfer

If the committee approves the ownership transfer, the Member Secretary will amend the Letter of Approval with an endorsement stating: "The benefit under this certificate is hereby transferred to M/s ..., and the said enterprise is entitled to avail the benefits mentioned in this letter for a period from ... to ...". This amended LoA will be forwarded to all relevant parties within fifteen days after the PAC's decision, unless an extension is granted.

7.1.4 Rejection of Transfer

If the PAC determines that the transferee enterprise is not eligible for the remaining benefits under the Policy, it will provide the enterprise an opportunity to be heard and will document the reasons for the rejection. The Member Secretary will then communicate such decision to the enterprise and all relevant parties immediately, within thirty days after the committee's meeting.

7.2 Brownfield Unit/ Expansion/ Diversification

7.2.1 Exemption on Stamp Duty & CLU

Exemptions from stamp duty & land conversion charges will be provided on the additional stamp duty & conversion charges payable for the additional land purchased or leased for the expansion or diversification, for the applicable incentive period.

7.2.2 Exemption on Electricity Duty

Exemptions will be granted on the additional electricity load sanctioned for expansion/ diversification related investments, for the applicable incentive period.

7.3 Calculation of EFCI

If an enterprise owns a land and/ or building before the notification of this policy and such land and/ or building is used to set up the logistics unit then such land and/ or building will be considered as part of the EFCI bases upon the valuation of the land and/ or building by the Insolvency and Bankruptcy Board of India (IBBI) registered valuer under 'Land and Building' asset class and upon the approval of the Project Approval Committee (PAC) for selected projects. However, the capital subsidy shall be paid only on the fresh investment made.

7.4 Disbursement of Incentives

All the incentives for the applicant shall be linked with the development of the project as per the timelines mentioned in the DPR and approved by the Project Approval Committee as a whole or in respective phases in case the project is being development in phases.

7.4.1 All the incentives for the project shall be linked with the development of the project as a whole or in respective phases in case the project is being development in phases, as per the timelines mentioned in the DPR and approved by the PAC.

7.4.2 In case of cost escalation for any reason whatsoever, the quantum of incentives will remain the same as approved and mentioned in the LoA issued by the PAC.

7.4.3 The developer availing incentive under this scheme cannot avail incentive of any other state policy/ scheme, unless specified otherwise.

7.4.4 The subsidies/ incentives provided under this policy will be in addition to any other benefits available under any Government of India scheme/ policy

Detailed step by step guidelines for availing incentives will be issued separately.

7.4.5 Capital Subsidy

Capital subsidy to the units shall be paid in ten equal installments.

7.4.6 Interest Subsidy

a. The interest subsidy provided under this policy will be in addition to any other incentives available under any Government of India (GoI) scheme subject to the enterprise must be paying minimum 2% of the interest after GoI interest rate subsidy. However, enterprises taking benefit of interest rate subsidy under any other scheme or package of the State Government shall not be eligible for benefits under this policy.

b. This subsidy shall only cover the interest charged on the disbursed amount by the Financial Institution or Bank. However, Penal interest, outstanding interest or other penal charges shall not be reimbursed.

c. If the loan is transferred to another State Financial Institution, Financial Institution, Bank recognized by the Reserve Bank of India, or RBI recognised non-resident entities having a Loan Registration Number (LRN), the subsidy may continue for the remaining period, subject to approval by the PAC.

d. The interest subsidy shall be available for up to seven years only even if the loan tenure is of higher period.

e. The interest subsidy shall only be provided to the enterprises that consistently pay their EMIs. If an enterprise defaults on payments of EMI, it will lose the interest subsidy hence forth. The interest rate subsidy shall only be resumed after the unpaid EMIs have been paid and the loan account is regular.

7.4.7 Other Terms and Conditions

a. Logistics units for captive use are not covered in this policy.

b. Enterprises benefiting from this policy must comply with all statutory laws and regulations of the State of Rajasthan that apply to them. Non-compliance may result in the cancellation or withdrawal of these benefits.

c. If a logistics unit receives any subsidy under another Policy or scheme of the Government of Rajasthan; from any undertaking, Corporation, or instrumentally owned or controlled by the State Government; or under any state law for investments

made in fixed assets, the total subsidy payable under this policy will be reduced by the amount of the subsidy already received unless allowed otherwise. The enterprise must inform the authority disbursing the subsidy under this policy about the details of any such subsidy received. However, incentives specified in this policy may be availed in addition to incentives available under any Government of India scheme/policy.

- d. If it is found that an enterprise benefiting from this policy is ineligible or has misrepresented facts, the matter will be referred to the PAC. The PAC will provide the enterprise with an opportunity to be heard. If the PAC arrived at a conclusion that the enterprise is not entitled to get the benefits, it may withdraw such benefits, with reasons documented in writing.
- e. The Member Secretary of the PAC will communicate the Committee's decision to all relevant parties. In the event of benefits being withdrawn, the PAC may order the recovery of benefits already availed, with interest charged at 18% per annum.
- f. In the event of a breach of any condition outlined in this policy, the PAC will withdraw or discontinue the benefits availed under this policy. Following the PAC's recommendation, the concerned Department will recover the benefits from the enterprise, along with interest at 18% per annum from the date the benefits were first availed.
- g. Enterprises receiving subsidies under this policy must, from the date of notification by the State Government, maintain records of sales, purchases in digital form (online in a computer) or in a manner specified and also provide access to these records to the PEC/PAC.
- h. If it is discovered that an enterprise has wrongly or excessively availed benefits under this Policy, or under previous policies like the RIPS 2022, those benefits will be disallowed. The enterprise, along with any other unit or branch, must repay the wrongly or excessively received benefits, with interest at 18% per annum.
- i. Benefits under the Policy can only be availed if the enterprise has effective consent to establish and operate, from the Central/ Rajasthan State Pollution Control Board for the relevant periods if required as per the nature of enterprise.
- j. The PAC has the authority to rectify any apparent mistake in its orders, either Suo-motu or upon receiving an application. This includes orders that were valid when issued but later rendered invalid due to amendments to this policy with retrospective effect or due to a judgment from the Hon'ble Supreme Court or Hon'ble Rajasthan High Court. Applications for rectification must be submitted within three years of the order in question.
- k. An application for rectification should be submitted to the Member Secretary of the PAC, who will present it to the Committee for coordination. No rectification order can be issued after four years from the date of the original order.
- l. The State Empowered Committee, constituted under section 3 of the Rajasthan Enterprises Single Window Enabling and Clearance Act, 2011, is authorized to hear and decide appeals against orders of the Project Approval Committee. Appeals must be filed within 90 days of the decision being communicated.

- m.** To facilitate electronic service delivery under the Policy, and notwithstanding any contradictory provisions within the Policy, the Government Department responsible for granting benefits or issuing Letter of Approval may require that applications, communications, orders, certificates, or disbursements related to Policy benefits be made or issued electronically. To support this e-governance initiative, the Government Department may adjust the procedures outlined in the Policy, if these adjustments are consistent with and compatible with electronic forms of communication and payment. Such changes will not invalidate any actions solely because they differ from the original procedural provisions of the Policy.
- n.** Enterprises availing benefits under this policy are subject to the conditions, procedures, instructions, clarifications, or amendments issued periodically under this policy.

8. Project Management Unit

The Industries and Commerce Department will appoint a team of professionals as the Project Management Unit (PMU) to ensure effective implementation of the Rajasthan Logistics Policy 2025. This PMU will support the department in promoting the scheme's benefits to national and international investors, developers, and other stakeholders, while also providing prompt assistance to investors.

The PMU will carry out the following functions:

8.1 Information Dissemination of the Policy

PMU will assist the department in organizing roadshows, seminars, and media campaigns to raise awareness among stakeholders about the initiatives and support provided under the policy.

8.2 Identification of Prospective Investors

PMU will identify potential domestic and international investors for investing in the development of Logistics Infrastructure in Rajasthan.

8.3 Coordination with Prospective Investors

PMU will engage with investors on a one-to-one basis, promoting investment opportunities in Rajasthan. It will also arrange business meetings, coordinate investor visits, and follow up with those expressing interest in investing.

Additionally, PMU will support the department in addressing queries from potential investors to facilitate their investments.

8.4 Assistance in Mobilizing Proposals under Various Schemes

PMU will help the department in inviting, scrutinizing, and mobilizing project proposals eligible for assistance under this scheme. It will also guide and support investors with the necessary documentation.

8.5 Evaluation and Appraisal of Detailed Project Reports (DPRs)

PMU will assist the department in evaluating and appraising the DPRs submitted by investors for project selection.

8.6 Monitoring and Reporting

PMU will help the department monitor project progress through periodic reporting on approved projects, ensuring effective tracking and implementation.

By the order of the Governor,

Mahipal Kumar,
Deputy Secretary to Government.

राज्य केन्द्रीय मुद्रणालय, जयपुर।